

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY	USSR (Latvian SSR)	REPORT	
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

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SOVIET CONTROLS IN THE BALTIC SEASoviet Division of the Baltic Sea

1. The Soviets divided the whole of the Baltic Sea into numbered squares, which they called Kvadraty. Each of these squares measured approximately five by six nautical miles, the longer edge measuring along the latitude and the shorter edge parallel to the meridian.
2. The following were the approximate center positions of known squares:
  - a. Square No. 313: N 57-40-30, E-21-21-00
  - b. Square No. 465: N 57-18-00, E-20-49-30
  - c. Square No. 499: N 56-37-00, E-20-42-00
  - d. Square No. 500: N 56-31-00, E 20-42-00
  - e. Square No. 501: N 56-26-00, E 20-42-00
  - f. Square No. 502: N 56-19-00, E 20-42-00
  - g. Square No. 503: N 56-11-00, E 20-42-00
  - h. Square No. 504: N 56-03-30, E 20-42-00
  - i. Square No. 505: N 55-54-00, E 20-42-00

25 YEAR RE-REVIEW

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC							
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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#")

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j. Square No. 560: N 56-31-00, E 20-30-00

k. Square No. 720: N 56-33-00, E 19-38-00

Fishing Permits and Grounds

3. All permits for fishing were issued in reference to the numbered squares without mention of latitude and longitude. Similarly, it was always the numbered square which was given as reference when any statement was made relating to a position at sea.
4. Fishing trawlers from Lepaya (approximately N 56-31, E 21-01) did their main fishing in either the fishing ground with an approximate center at N 57-47, E 21-40; or the fishing ground with an approximate center at N 57-42, E 21-23. In these places Lepaya fishermen met other fishermen from the Estonian Islands (approximately N 58-30, E 22-30) and from Ventspils (approximately N 57-23, E 21-36).
5. Another often-used fishing ground was that within the area of these approximate points: N 57-42, E 20-07; N 57-28, E 20-45; N 56-55, E 20-30; N 57-07, E 19-40. Another fishing ground was approximately 20 miles off the coast between N 57-04 and N 57-29. These two fishing grounds were separated by a belt of rocky bottom which made trawling in that belt impossible. The last-named fishing ground, which had as its center Square No. 465, was mostly frequented by Ventspils fishermen. It was, however, very often closed to fishermen because warships from Ventspils maneuvered in this area. On such occasions fishermen were told before leaving port not to approach certain squares. If the warships had left after the fishing boats, the MO boats (MALENKIY OKHOTNIK) which always accompanied warships chased the fishing boats away so that none of the warships' activities could be observed.
6. A fifth fishing ground had an approximate center at N 56-30, E 20-42. It included the Squares Nos. 499, 500, and 501, and was closed most of the time to fishermen because of the activities of warships. Fishing boats leaving the port of Lepaya either had to wait in port until the warships sailed away, or were directed by the patrolling MO boats as to their course in the open sea. Under no circumstances whatever were fishermen permitted to approach close enough to warships at sea to observe anything in detail.
7. A sixth fishing ground was cornered by the following approximate points: N 56-54, E 19-39; N 56-49, E 20-27; N 56-24, E 19-45; N 55-46, E 19-15; N 55-51, E 18-54. A belt of rocky bottom, making trawling impossible, stretched between the longitudes E 19-48 and E 20-18 at an approximate latitude of N 56-23. Another belt of rocky bottom stretched from Akmenrags (Steinort) Lighthouse (not located) towards Faludden Lighthouse (not located) on Gotland (approximate N 57-30, E 18-30).
8. A seventh fishing ground lay off Klaipeda (Memel) (approximately N 55-45, E 21-08).
9. The Hoburg (approximately N 56-50, E 18-08) Banks fishing ground had an approximate center of N 56-28, E 18-21. This fishing ground was not forbidden, but, on the other hand, the fishing authorities in Lepaya never stated that fishing was allowed there. Should the catch in other grounds be poor, however, fishermen would proceed to the Hoburg Bank to fish, but would avoid mentioning this on return to port.
10. The sea area between Akmenrags and Lepaya was heavily patrolled. It was very rich in herring, and small fishing boats tried to fish there whenever they could.

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Unfortunately for the fishermen, this area was almost always closed to them. On rare occasions when this area was open for fishing, the patrolling MO boats sailed without regard to the fishermen, tearing their nets and fishing gear.

Coastal Patrols and Shore Lookouts

11. The Straits of Irbe, in a sea area of approximately 5 miles' radius around the position N 57-46, E 22-07, were patrolled by three MO boats which kept more or less closely together. No special aerials or anything resembling radar was observed on these craft. Their task appeared to be to check the documents of fishing boats leaving the Gulf of Riga (approximately N58-00, E-23-30). Fishing boats entering the Gulf of Riga were not always controlled. The MO boats observed in this area were somewhat bigger than those usually patrolling the Latvian coast. On one occasion, when sheltering from a gale in an approximate position of N 57-39, E 22-09, no MO boats were observed, but the next day the fishing craft was approached by a BO which asked the reason for their being at anchor, and then sailed away. This craft had a radar screen, either on the bridge or mast, similar in appearance to that shown in sketch No. 1, page 5. Watch towers were observed on this occasion, approximately 7 to 10 meters in height, close to each other all along the shore.
12. The sea area from the North Mole of Lepaya to approximately N 56-36, E 20-46, to approximately N 56-48-30, E 20-50-00, to approximately two miles south of Akmenrags (Steinort) Lighthouse was heavily patrolled day and night by MOs. (See also paragraph 10 above.) These MO boats, singly and in groups of twos and threes, constantly patrolled one to two miles offshore. During the night they patrolled or lay without navigation lights. When approached by a fishing boat they would shoot a Very light to indicate their position. During the day they also checked the documents of fishing boats. No radar screens were observed on these craft.
13. On rare occasions MOs could be seen patrolling the sea south of Lepaya, or along other coastal stretches, but these patrols were irregular. During such patrols they kept two to five miles offshore. Occasionally, though seldom, MOs were encountered lying during the night without navigation lights as far as 10 to 15 miles offshore.
14. Single BO craft and minesweepers occasionally patrolled the sea 15 to 20 miles offshore, but the patrols were irregular and not much in evidence. During the night these ships hardly ever were seen, but when observed always had navigation lights. Patrolling was only a very secondary occupation for these craft. Their main task appeared to be to participate in maneuvers with other warships.
15. Some of the BOs and nearly all minesweepers had radar screens as shown in sketch No. 1, page 5, but these were not observed carefully, and no clear description was available. None of the radar screens was ever seen turning.
16. The estimated speed of the MO and BO classes was 20 knots.
17. The BO class had an overall length of approximately 30 to 35 meters, were armed with several guns, fore and aft, bridge and turret. They had two funnels with some superstructure between the funnels. The radar screen was believed to be on the bridge or mast (See sketch No. 2, page 5).
18. Some of the patrol vessels mentioned above belonged to the Soviet Navy, and others to the Coast Guard force.

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SHIPS AND NAVIGATIONAL AIDS IN LEPAYA AREA

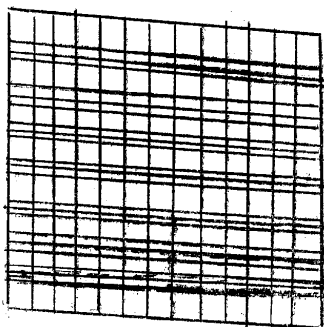
19. Naval tugs, normally moored at the Customs House quay in Lepaya, and locally called "military cutters" (voyenny kater), occasionally left Lepaya during the day and steamed southwards along the coast, returning during daylight from that direction. These naval tugs had, somewhere aft of the bridge, a grill similar to that shown in sketch No. 1, pointing fore and aft.
20. Warships were seen mostly in the sea squares Nos. 500 and 560, but fishing boats were never permitted to approach close enough to make any observations.
21. Warships were also often to be seen in the sea area 15 to 20 miles off Akmenrags Lighthouse, but, again, no close approach was permitted.
22. The KIROV was seen several times steaming 40 to 50 miles off Akmenrags and Lepaya, but the escorting small warships kept all fishing boats at a respectful distance, and no observations were possible. [redacted] this ship was guarded better than a god." Even when moving into or out of port, all traffic in port was 25X1 stopped until the KIROV was about two miles away.
23. In other sea areas, warships were hardly ever encountered.
24. At least since 1948 the coastal patrol boat ZORKIY had been stationed in Lepaya, and most of the time was moored in the Merchant Harbor opposite the Customs House. This vessel was lying in Lepaya almost continuously, and only occasionally went on patrols at sea. Until June 1952 she was under the green flag of the Coast Guard. In June, 25X1 [redacted] she was to be given by the Coast Guard to the Soviet Navy, and was due to leave for Leningrad (N 59-55, E 30-15), where she would be based in the future. She had a radar screen similar to that shown in sketch No. 1.
25. A ship similar to the ZORKIY was often moored alongside her, but no observations were made.
26. Mikelbaka Lighthouse (approximately N 57-36, E 21-59) was destroyed during the war and was replaced by a wooden structure which could scarcely be seen above the trees.
27. Ovisi Lightship (Ovisi town is approximately N 57-40, E 21-35) was no longer in position, but instead there were some buoys.

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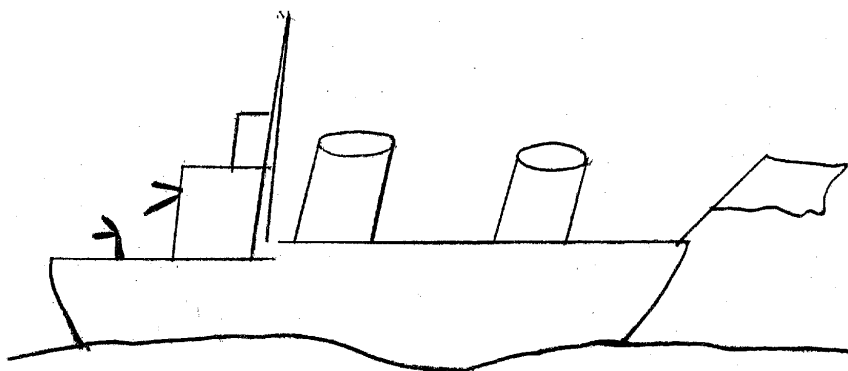
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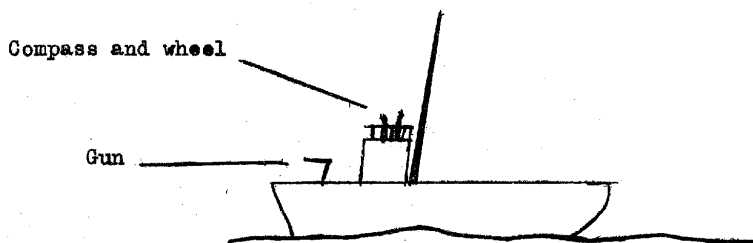
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SKETCH NO. 1. RADAR SCREEN, BO-CLASS VESSEL (see page 3)



SKETCH NO. 2 BO-CLASS VESSEL (see page 3)



SKETCH NO. 3 MO-CLASS VESSEL (see page 3)

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